

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY Poland

SUBJECT Merchant Marine, Shipyards, and Naval Vessels

REPORT NO.

25X1

DATE DISTR. 9 July 1953

NO. OF PAGES 2

25X1 DATE OF INFO. REQUIREMENT NO.

25X1

PLACE ACQUIRED

REFERENCES

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1. only authorized persons were permitted to visit a shipyard or a port; authorized employees had to have special, permanent passes with photographs, valid for six months. Sailors and fishermen received temporary passes to visit their vessels while they were undergoing repairs in shipyards.

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2. the Polish merchant fleet consisted of about 40 ships. The largest ship was the TOBRUK, which was American built. Another, a large Polish ship, the SOBIESKI, was taken over by the USSR several years ago. In May 1952 the PAMIAT ILJICZA, a ship that had been sunk and later salvaged and repaired in Gdansk, was taken for a trial run in the Baltic and then handed over to the USSR. This ship was almost as large as the BATORY; it was 8,000 ton and was 153 m. long. The rumor circulated in the port of Gdynia that the USSR wanted to acquire the BATORY, but that the Polish government did not agree to it. Merchantmen and trawlers were being constructed in the port of Gdansk for the USSR. All Soviet orders had priority over domestic production.

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3. Gdansk was the largest Polish shipyard. Merchantmen and trawlers were built there. In 1952 the following ships were afloat in the New Port (Nowy Port) of Gdansk, waiting to be outfitted: WARSZAWA I; WARSZAWA II; GDANSK; GDYNIA; SZCZECIN; LODZ; MARCHLEWSKI; and NOWA HUTA. The average tonnage of these merchantmen was about 4,000 to 5,000 tons. WARSZAWA I and WARSZAWA II had been waiting more than a year to be outfitted, the work had been delayed because of the priority of Soviet orders. These ships were built in the Northern Shipyard State Enterprise (Stocznia Polnoscna Panstwowe Przedsiębiorstwo Wydobyciowe) whose offices were located on ul. Marynarki Polskiej 177, in Gdansk.

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- a. In Gdynia the Paris Commune Shipyard No. 3 (Stocznia Komuny Pariskiej No. 3) served mostly to repair cutters, super-cutters, and trawlers. The shipyard offices were located on ul. Czechoslowacka 3, Gdynia.
- b. New cutters and super-cutters were built in Szczecin. This port was badly damaged during the war, and its rebuilding progressed very slowly. Czechoslovakia had free access to the port of Szczecin through which its products were exported on Polish ships.

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May 1952, 25 Polish ships and three submarines in the port of Gdynia. This was the entire Polish Navy. The largest warship was the SKAWICA, an old ship built in England.

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- a. The main Polish naval base was Gdynia-Oksywie where the three old submarines were based. Other bases were at Swinoujscie, Szczecin, Hel, and Puck. At Gdynia-Oksywie underground gas and oil tanks were also located. On the hills above Gdynia-Oksywie there were shore batteries and AA guns. Navy barracks were located at Gdynia-Orlowo. All navy territory was guarded by navy personnel.

- b. The navy shipyard, which constructed ships and submarines, was located at Pleniewo, about four kilometers east of Gdansk and south of the junction of two branches of Martwa Wisla. The whole area was strictly guarded by Border Guard Forces (Wojsko Ochrony Pogranicza -- WOP) and naval personnel.

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the shipyard workers had to sign up for two years after they had passed a very thorough security check.

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- c. In 1952 Soviet submarine in the port of Gdansk.

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In 1952 there were extensive radar installations on an island near the German border.

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1. Comments probably the destroyer BLYSKAWICA.

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